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 CENTRAL INTELLIGENCE AGENCY REPORT
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

50X1-HUM

COUNTRY Yugoslavia
 SUBJECT Transportation - Water
 HOW PUBLISHED Daily newspaper
 WHERE PUBLISHED Ljubljana
 DATE PUBLISHED 19 - 30 Dec 1950
 LANGUAGE Slovenian

DATE OF INFORMATION 1950

DATE DIST. 21 Feb 1951

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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SOURCE Slovenski Porocevalec.

TO BUILD MORE SHIPS IN 1951;
SPLIT SHIPYARD TO BECOME YUGOSLAVIA'S LARGEST

SHIPYARDS ACTIVE -- Ljubljana, Slovenski Porocevalec, 30 Dec 50

The "3 Maj" Shipyard will begin building twelve 600-ton freighters in 1951. These ships will be equipped with 450-horsepower engines built by the "Aleksandar Rankovic" Enterprise in Rijeka and will sail at a speed of 9 knots.

The "Uljanik" Shipyard in Pula is building six passenger motor ships of the Opatija type. In 1951, the shipyard will build three passenger ships, which will be larger than the Opatija, since each will have a tonnage of 550 gross-registered tons. The ships of the Opatija type will sail at a speed of 15 knots, while the three larger ships will sail at a speed of 16 knots and will be equipped with two 500-horsepower diesel engines.

The transoceanic ship Vojvodina (the former Balcik) will be completed in the "Vicko Krstulovic" Shipyard in the second half of 1951. The ship will be equipped with two 2,500-horsepower engines, which have been overhauled in the "3 Maj" Shipyard. The transoceanic ship 3 Maj, which is being built in the "3 Maj" Shipyard, will make its maiden voyage in January 1951. This ship was the former Locchi. Three additional ships of the 3 Maj type, with a speed of 16 knots, are being built in the "3 Maj" Shipyard.

No new transoceanic ships are scheduled to be built in foreign or Yugoslav shipyards in 1951. Reports that Yugoslavia has ordered new transoceanic ships in Germany and Norway are false.

The Slovenija will make its test voyage on 15 January 1951. After it is taken over by Yugoslavia, the ship will sail for North America and not for Rijeka, as was originally planned.

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TO ADD NEW WORKSHOPS, FOUNDRIES -- Ljubljana, Slovenski Porocevalec, 20 Dec 50

During the past few months, the "Vicko Krstulovic" Shipyard in Split has expanded greatly. Previously, only two 100-meter ships could be built there simultaneously, while from now on the shipyard will be able to build five 150-meter ships simultaneously. New workshops and foundries will soon be added to the shipyard, so that it will be the largest in the country.

The Italiya, which was salvaged this year in Rijeka Bay by the "Brodospas" (Ship-Salvage) Enterprise, was repaired in the "Uljanik" Shipyard in Pula and is being used for transporting large pieces of scrap iron from salvaged ships. The ship recently transported 1,300 tons of scrap iron to Pula from the Rex, which is being dismantled in Koper Bay.

FLOATING CRANE CAN LIFT HEAVY LOADS -- Ljubljana, Slovenski Porocevalec, 19 Dec 50

The Veli Joze floating motor crane, which was built in the Netherlands, is capable of hoisting 350 tons of freight 20 meters high. The crane is installed on a pontoon 40 meters long and 18 meters wide. The pontoon, driven by two engines, has a speed of 6 knots. The crane is driven by a six-cylinder Deutz type diesel engine. It is mainly used to refloat ships which have run aground, as well as in unloading heavy cargo, such as machines, from transoceanic ships, which for that reason need no longer be unloaded in Trieste.

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